PROJECT FOR:

CITY OF AUSTIN, DEPARTMENT OF AVIATION, THROUGH ITS CONTRACT MANAGEMENT DEPARTMENT

PROJECT TITLE:

PROFESSIONAL SERVICES FOR AUSTIN-BERGSTROM INTERNATIONAL AIRPORT TERMINAL/APRON EXPANSION AND IMPROVEMENTS PROJECT

OBJECTIVES OF THE PROJECT:

The City of Austin, Department of Aviation will utilize the Construction Manager-at-Risk (CMR) alternative delivery method to provide expansion of the Austin-Bergstrom International Airport (ABIA) Barbara Jordan Terminal facility and associated improvements. There will be two separate contracts for the project – this solicitation for the Professional Services Firm (Consultant) and a separate solicitation for the CMR. The City anticipates selecting both the Consultant and the CMR concurrently. Collaboration between the City, CMR, and Consultant during all phases of design and construction is essential to the success of this project.

The Terminal/Apron Expansion and Improvements Project will consist of many distinct elements that facilitate passenger and aircraft processing. It will also encompass infrastructure that is needed to improve upon the existing terminal footprint. The terminal expansion will become part of a larger existing building system and as such, has to work in unison with that facility. Existing facilities will need to be upgraded so that newer systems being installed will be able to "plug and play" with the original terminal building.

The City's primary concern is that the airport remains fully operational during construction of the terminal and aircraft apron. The design phasing and the sequence of construction for this project must support current airport passenger levels, as well as forecasted increased passenger levels. In addition, both the aircraft apron and airline gates, including international gates must operate at an acceptable level of safety and efficiency for the duration of construction.

BACKGROUND:

Recent growth patterns have suggested that the Airport will need additional space for both passengers utilizing the terminal concourse and aircraft parking at the terminal gates as soon as 2015. Currently, ABIA has 24 contact gates which have boarding bridges that service

airplanes parked at each gate. The terminal concourse level, which consists of approximately 300,000 square feet, is nearing its service capacity of 11 million total passengers.

In keeping with the recommendations in both the 2003[i] and 2008[ii] Master Plan and Master Plan Phasing Projects, respectively, the new space will be added to the eastern end of the existing terminal facility. This expansion will "balance" the terminal and provide much needed space for the ever-expanding passenger and aircraft operational numbers. The east terminal gate expansion will provide approximately 70,000 square feet (a 23% increase) of new hold room space, concessions, restroom facilities, and concourse circulation space to name a few. It also provides the added concourse footprint that will accommodate seven to eight additional aircraft parking spaces on the apron for both domestic and international airline operations. This near-term expansion will provide an approximate 30% increase in aircraft operational capacity. The expanded terminal will accommodate approximately 4 million additional passengers per year for a total of 15 million annual passengers – an increase of 27%.

ANTICIPATED SERVICES:

TERMINAL EXPANSION

Terminal Gate Expansion (Concourse Level): The terminal gate expansion component of this project will include many of the typical amenities a new terminal would require. For example, on the concourse level, some of the items to be addressed in design will include a possibly wider concourse, new hold-room spaces, ticket lift and gate podiums, signage, concessions and support space, duty-free concessions, restroom facilities, mechanical systems, security systems, and Art in Public Places (AIPP).

Terminal Gate Expansion (Apron Level): On the apron level, the terminal gate expansion will include baggage makeup conveyors, additional inbound baggage systems, airline operations office space, signage, airport support space, security systems, restroom facilities, storage and other related ancillary facilities.

Terminal Apron Expansion (Apron Level): Implementation of the apron expansion will be required to provide needed taxi-lane dimensions for the terminal expansion as well as accommodate additional RON aircraft parking needs. The apron expansion project would also include the design and construction of GSE storage facility(s) to accommodate airline/ground service providers' equipment storage. Additional water quality pond infrastructure will also be required to adequately treat storm water runoff due to the added impervious cover from the apron expansion. The estimated total acreage for Apron Expansion is 20-24 acres.

TERMINAL IMPROVEMENTS

The following improvement projects are being combined with the Terminal Expansion Project in order to maximize utilization of trade contractors, expand the DBE/MBE/WBE participation rates, and minimize the overall impacts of the construction efforts to our passengers and business partners.

Ticket Lobby Renovations: With the addition of new air carriers and international operations, the Airport will need to adjust the way it conducts business in the terminal ticket lobby. The introduction of common-use infrastructure, such as kiosks, ticket counters, bag drop locations, etc., will require the Airport to evaluate existing processes and space requirements and provide for needed infrastructure and space to accommodate the changes. The improvements will help to maximize existing space and ensure that the Airport is providing a positive experience for its customers and a cost-effective business environment to all existing and future airline partners. The approximate square footage for these improvements is 50,000 sqft.

Terminal Roof Inspection and Replacement Program*:* The Airport is nearing the end of useful life for the terminal roof. This project would begin a multi-year program to phase in the replacement of the terminal roofing system as determined by a systematic inspection program. The contractor that does the terminal expansion could do this work at the same time and is worth considering. Damage to the terminal will increase over time as the roof degrades.

Hold Room Business Centers: Install furniture clusters which allow passengers to utilize business center space to work on laptops, recharge a cell phone, or make business calls. This amenity provides the traveling public an enhanced customer experience while they wait in the hold rooms. This also elevates ABIA's high customer service reputation as well as keeps customers from having to sit on the floor.

Terminal Electrical Distribution Infrastructure Improvements: The passenger terminal is rapidly running out of electrical circuit space in the existing panel boards. This causes problems whenever new electrical equipment is installed to serve the Airport's growing facility. It will be necessary to add more panel boards and relevant ancillary equipment to provide space and appropriate power supplies to keep up. The electrical system requirements needed to provide for the vast array of new electrical equipment that is being installed in the terminal has increased as fast as the passenger growth in the terminal. The amount of electrical circuits available to accommodate this growth has not increased.

Terminal Airline Radio Infrastructure Improvements: Currently, there is no available space to locate and install new airline radios. Much of the original infrastructure and co-ax cabling is beginning to fail. This Project would consist of installing new radio and antenna infrastructure, relocating airline radios to a new penthouse level location, improving/upgrading existing airside mechanical penthouse equipment, and relocating airline radios as needed to accommodate proximity to gates and operational areas. All tenant repeaters and transmitters are placed in the existing mechanical penthouses due to the distance from the roof to the airline operational areas. Currently, no additional radios can be placed in the penthouse cabinets. In order to continue bringing on new airline service and providing space for airline communications, space deficiencies need to be addressed now.

Security Checkpoint Exit Lane Improvements: Currently, TSA personnel staff each checkpoint exit with an officer to restrict backward flow of passengers from the non-sterile side of the terminal to the sterile side. Technology solutions can automate this security function as a

means to mitigate additional airport staffing costs. The technology to be employed will provide a better level of security as well as a 24-hour capability without the additional need for human resources. *Note: On December 18, 2013 Congress passed the Bipartisan Budget Act of 2013 which in part, approved the permanent requirement for TSA to staff airport exit lanes at those airports that already had that service in place as of December 1, 2013. Since this is the case at ABIA, airport management would like to continue to explore the possibility of implementing an exit lane technology enhancement to potentially assist local TSA staffing to be better utilized at the security checkpoint screening function.*

Terminal Security System Improvements: Terminal security system upgrades needed to bring current system up to newer technology to maintain/improve airport security infrastructure. Peripheral devices, network software, etc. need to be upgraded. System life is nearing 10 years and technology changes necessitate an upgrade to keep the system viable and secure. Older equipment is typically more difficult to replace and difficult to integrate with newer technology requirements.

Bag Claim Level Infrastructure Improvements: As the Airport continues to grow, one area that lacks concessions is the bag claim level. One potential concession opportunity could be an internet café – with installation of the needed infrastructure such as water, wastewater, and electric. Baggage service office space is limited and additional airline tenants will need appropriate space. Rental car counters will be vacant in 2015 due to the Consolidated Rental Car facility currently under construction, so repurposing this space will be needed as well, thus creating additional revenue-generating opportunities for the Airport as well as amenities for passengers. These improvements will addresses near-term space shortages and repurposing of soon-to-be vacant spaces.

Terminal Public Address System Replacement: The existing terminal Public Address (PA) system is nearing the end of its useful life and requires a system upgrade. A recent engineering report determined that the system lacks connectivity with the Airport's multi-user flight information display system (MUFIDS) and does not provide adequate ADA assistance for physically-challenged passengers. A spate of outages and system malfunctions has caused the system to become unreliable. Failure of the paging system creates a shortcoming in basic customer services and potentially for emergency response requirements.

Based on the terminal expansion and terminal improvements listed above, anticipated services include the following:

- Preliminary Phase, Design Phase, Bid Phase, Construction Phase, and Post-Construction Phase Services for all construction work packages.

- Professional Scoping and Exploratory – including analyzing problems, defining options for solutions, and estimating associated costs.

- Professional Services Coordination and Collaboration with City of Austin personnel, CMR team, and Federal/State/Local entities, as required during all phases of design and

construction. Services shall require knowledge of and compliance with requirements of the Federal Aviation Administration (FAA), Transportation Security Administration (TSA), airlines, tenants, ABIA design criteria and programs, as well as other authorities having jurisdiction.

- Make design progress presentations to the Airport Commission, Aviation Officials, Airlines, and the Austin City Council at the end of the Schematic Design and Design Development phases of the project.

- Communicate design concepts through traditional sketches as well as state-of-the-art multi-media presentations

- Consult with CMR during design phase for cost estimations, recommendations for sequencing and scheduling of work and evaluations of the implications of alternative designs, systems and materials

PROPOSED SCHEDULE:

The proposed schedule is as follows:

Consultant Selection – 8 months
Construction Manager-at-Risk Selection (concurrent with Consultant Selection) – 8 months
Preliminary Design – 5 months
Design Development and Austin Airport Advisory Commission Approval – 5 months
Construction Documents – 6 months
Apron Construction (concurrent with start of Construction Documents) – 12 months
Terminal Construction – 18 months

COST ESTIMATE:

The cost estimate for all consultant services included in this solicitation is $18,000,000. The CMR construction cost limitation is $200,000,000.

MAJOR AND OTHER SCOPES OF WORK:

Below is a list of the major scopes of work that the City has identified for this project***. There must be representation for all major scopes of work listed in the prime's statement of qualifications. The experience of the firms listed to perform the Major Scopes of Work, whether a subconsultant or prime firm, will be evaluated under Consideration Item 6 – Major Scopes of Work – Comparable Project Experience.*** In addition, the City has identified Other Scopes of work that MAY materialize during the course of the project. The City does not guarantee that the scopes listed under Other Scopes of work will materialize on this contract. If the prime consultant intends to enter into a subconsulting agreement on a scope of work not listed below, the prime consultant is required to contact SMBR and request an updated availability list of certified firms in each of the scopes of work for which the prime consultant intends to utilize a subconsultant.

Major Scopes of Work

Architectural Consulting
Structural Engineering
Civil Engineering
Electrical Engineering: *including power, controls, telecommunications, and fire alarm.*
Mechanical Engineering: *including fire sprinkler systems.*
Environmental Engineering: *including environmental master plan management, regulatory compliance documentation, NEPA compliance, air permitting, sustainable development and marketing, greenhouse gas regulations, storm water permitting, waste diversion planning, stormwater systems management, state implementation plan development, sustainable development, and Clean Water and Clean Air Act compliance.*
Airport Special Systems: *including baggage handling, security, passenger boarding bridges, flight information, and radio communications.*

Other Scopes of Work

Permitting Services
Cost Estimating Services
Public Information Services
Roofing Consulting
Minority and Small Business Consulting

Notes:

- Participation at the prime or subconsultant level may create a conflict of interest and thus necessitate exclusion from any contracts resulting from the work performed in the design phase.
- Due to a potential conflict of interest, the selected design team for this solicitation, including the prime firm and all subconsultants, will not be eligible for selection for the CMR solicitation as the prime or a subconsultant.
- Firms that provided services for previous ABIA Master Plans are eligible for selection for this solicitation.
- If the City determines that a conflict of interest exists at the prime or subconsultant level, the City reserves the right to replace/remove the prime or instruct the prime consultant to remove the subconsultant with the conflict of interest and to instruct the prime consultant to seek a post-award change to the prime consultant's compliance plan as described in City Code § 2-9B-23. Such substitutions will be dealt with on a case-by-case basis and will be considered for approval by Small and Minority Business Resources (SMBR) in the usual course of business. The City's decision to remove a prime or subconsultant because of a conflict of interest shall be final.
- Construction Inspection is **NOT** a subconsultant opportunity on this solicitation. These services will be performed in-house or under a separate contract, if needed, and will be determined when project assignment is made.
- Please review City of Austin's Public Participation Principles[iii]

[i] http://www.austintexas.gov/page/airport-master-plan

[ii] http://www.austintexas.gov/department/environmental-responsibility#cip

[iii] http://austintexas.gov/page/public-particpation-principles